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Of Highest Quality, and having
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- Per Doz. Per Bot.
- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule... \$10.80 \$0.90
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule... 12.00 1.00
- C.C. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule... 14.40 1.20
- D. VERY SUPERIOR OLD PALE DRY, Chateau Old Wine, White Seal Capsule... 16.20 1.35
- E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule... 24.00 2.00

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- Per Doz. Per Bot.
- LIGHT DRY... 21.00 1.75
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- Per Doz. Per Bot.
- GOOD... \$15.00 \$1.25
- FINE... 24.00 2.00

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

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Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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BIRTH.
On the 7th July, at 35, Broadway, Shanghai, the wife of P. L. KARBUN, of a son.
MARRIAGE.
On the 30th June, at Nagasaki, HAROLD C. NORMAN, youngest son of THOS. M. NORMAN of Yorkshire, England, to HELEN PATRIKIEWICZ, of Goldingen, Russia.

DEATHS.
On the 10th June, at "Oakhurst," Nedley Abbey, Hants, MARIE LOUISE, the dearly loved wife of N. AMEL J. Eds. late of Hongkong, 1940.
On the 7th July, at Fochow, of enteritis, COLIN BUCHANAN, late Marine Superintendent of the Indo-China S. N. Co., Ltd., aged 75 years.

The Daily Press:
HONGKONG OFFICE: 14, DES VUE ROAD, U.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th July, 1902.

It is not for a colonial paper to meddle in politics. Whig or Tory, Conservative or Radical. However much they may affect the home reader, there is for us no part to play, nor have we any right to meddle in their mysteries. There is, however, one point in the eternal strife of party, the sempiternal struggle of the ins and outs, to which it is not uninteresting at the moment to turn our eyes. As long as government by party is accepted as the ruling agent in our complicated system of rule, so long is it essential to the well-being of the body politic that both should be real and active. Much as the idealist may deplore the everlasting contest of faction within our midst, the strife is but the result, not the cause, and the circulation of ideas from which it springs is but the indication that the fires below are in full working order. Times from which the strife of party have been absent have been marked by blanks in the growth of the nation, or have been followed by dead calms, during which the nation has yielded itself to the influence of the moment and has permitted itself to drift helplessly before the currents of blind destiny. Into such a calm drifted the ship of state when the Napoleonic wars were over, the fires of party died down almost to extinction, and

the good ship lay helplessly drifting on to the rocks of disruption. The danger called forth the men, and in the leaders of the great party which came to call itself by the attractive name of the Liberal Party, came a revival; and the nation, instinct with life, burst out and found for itself fresh realms to conquer. Then came the era of Free Trade, when Sir ROBERT PEEL, turning his back on party, changed the whole financial system of his country, and gave a spur to commerce which in a comparatively short period landed England in the forefront of the commercial nations of the world. Early in the last century there came into notice a young man who, for good or evil, had much to say to the subsequent divisions of party. BENJAMIN DISRAELI had generous instincts, and saw not only the disabilities under which his country was labouring in the state of vassalage in which the upper classes were seeking to keep their less fortunate neighbours, but the dangers threatening the nation from the war of classes. Beyond all these he saw in a manner more distinct than any of his contemporaries the vast possibilities for empire even then looming on the horizon. The first of these feelings made him inclined on his entrance into public life to join the rising Liberal Party, but a consideration of the comparative littleness of mind which actuated the leaders, and their narrow views of empire, led him eventually to determine on adhesion to the remains of the old Tory Party, which now denominated itself Conservative.

Succeeding to the premiership in 1868, Disraeli, true to his first love, proceeded, as he boastfully termed it, to "educate" his party. The relations of classes had become intensely embittered, and the Liberals of the day were seeking to widen the breach; to heal the wound by enlarging the liberties of all and softening down the abuses of prerogative became the object of his policy, which was at first swallowed as a bitter pill by the new Conservative Party. The affair, it is true, had at the moment its ludicrous side, and one of the ablest caricatures of the day represented DISRAELI as the Political Fagin teaching his followers to pick the pockets of the Liberal Party of the principles of political freedom, which up to this the Party had considered its own peculiar property. Those principles had, however, as we have seen, been the guiding spirit of DISRAELI's earliest aspirations. Suffice it to say that under his guidance it fell to the lot of the Conservative Party to put into concrete form those great principles of political and religious liberty which their leader saw were the necessary concomitants of imperial greatness.

The Liberal Party fell, however, on evil times; long and severe was the contest between the opposing forces, centrifugal and centripetal, until in 1886 victory declared for the latter, and the planet under its influence took up its new orbit. But there is danger in the completeness of the victory. Failing to realise that the unity of the empire was the one point on which all parties were agreed, the superannuated leaders of the old Liberals hung on to the old fetish of disruption, and drove the country into the hands of the Conservative Party headed by Lord SALISBURY. To a nation accustomed to thresh out its measures under the spur of party conflict with its checks and safeguards, the absence of the balance wheel of a capable opposition may lead to public disaster; certainly it is bound to conduce to public inefficiency. This is the condition of affairs at present. We do not affirm that any of the measures urged by Lord SALISBURY's Government are of themselves bad or the reverse. That is not the object of our thesis; the present state of the Opposition does not, however, hold out any assurance that the great measures now before Parliament will be adequately discussed on their merits. Such a position is, in effect, an invitation to laziness and inefficiency; and in the airy manner in which matters of first-class importance to the Empire at large, such as the proposed reform of the army system, have been shouldered out of the Parliament, there really seems reason to apprehend such a result. It is not, of course, that there is no Liberal Party in the country, but that its antiquated leaders in Parliament are unable to feel its pulse, and wrongly diagnose its tendencies. The Party is, in fact, in a similar position to that in which DISRAELI found the Conservative party in the early seventies. One by one the old landmarks have been altered or removed, and the Party is drifting helplessly waiting for a pilot who can understand the new beacons.

This is the position in which Lord ROSEBURY has come forward, and, like his predecessor Lord BACONSWELL, he feels the necessity laid on him of "educating" his party. Measures and surrounding change are more than men. The Conservative of to-day is not the Conservative of Sir ROBERT PEEL's time, and the Liberal of to-day is not the Liberal who followed GLADSTONE.

It is to Lord ROSEBURY's credit that he has recognised these facts, and it is still more to his credit that he has had the courage to act on his convictions. Whether we look on the matter from a "Conservative" or from a "Liberal" standpoint, it would be a source of self-congratulation to see His Majesty's Opposition once more restored to health and reason.

The visitors to the City Hall Library last week were 212 non-Chinese and 77 Chinese—289 in all.

A Chinaman broke into a native dwelling-house on Sunday, and in attempting to escape when discovered he jumped over the verandah and broke his leg.

The first tie in the Hongkong Water Polo Shield Competition was played off yesterday evening at the Victoria Recreation Club between the Royal Engineers and the Naval Depot, Kowloon. After a fast game, the Naval Depot won by 5 goals to 2. Mr. W. A. Crane was referee.

A Japanese passenger who was found to be ill on his arrival at Nagasaki by the N.Y.K. s.s. Yacoda, from Hongkong, was adjudged to be suffering from cholera. The case was at once removed to the Contagious Diseases Hospital and the vessel, after being disinfected, was ordered to be detained in quarantine for five days.

Yesterday being the anniversary of the fall of the Bastille, the French shipping in the Harbour and all the war vessels were decorated with bunting and a salute was fired at noon. The historic old prison was razed to the ground on 14th July, 1793, at the beginning of the Revolution. At the time of its capture only seven prisoners were found in it.

According to an official telegram to the Japanese Government, 843 cases with 662 deaths at Tientsin within the city walls, and 746 cases with 398 deaths outside the walls had occurred up to the 29th ult. It is believed that the actual number of cases is really much larger, through the Chinese habit of concealing patients seized with contagious diseases.

Captain Charbonnel of the Messageries Maritimes s.s. Yarra, which arrived overseas yesterday with the French mail on board, reported having run through the typhoon during the 11th, 12th and 13th. To avoid the centre of the typhoon, the vessel's course had to be altered, and owing to the heavy rains, the engines were put slow from the morning of the 12th till next morning.

The effects of the siege occasionally even now manifest themselves in odd ways, says the Peking and Tientsin Times. Quite recently reference had to be made to the articles of association of one of our joint-stock companies, and it turned out there was not a single copy procurable in the port. They had all gone astray during the troubles. In the old records had to be made to a telegram to Hongkong for an extract from the official copy there.

Japan, according to one who has recently gathered figures on the subject, has the bulk of the import trade in coal for the Liaotung Peninsula. Every year from \$20,000 to \$25,000 tons go to Port Arthur and to Dalny from Japan, and this is approximately 90 per cent. of the total import. Thus the Japanese coal dealers are justified in their sense of the promising nature of the coal trade there—but they are not without complaints. Their chief cause for dissatisfaction is the poor accommodation at both the ports mentioned for the landing of the coal, and they are making themselves heard in a request that some better arrangements be made. Since it is obviously to the interest of the Russian consumers that an improvement should take place, it is possible that something may be done.

A regrettable incident took place on the Peking-Tientsin railway the other day, according to the Peking correspondent of the N.C. Daily News. It appears that a British officer was posted by a Chinaman in a first-class carriage, and the officer forthwith chastised him for his carelessness. The Chinaman with great dignity and in perfect French informed the son of Mars that he was the newly-appointed Minister to Austria, Italy, and Spain, and that unless an apology was made he would report him to his superiors. The officer in language not exactly parliamentary replied that if he had known who he was, he would have inflicted a more severe punishment. The matter was reported and this correspondent bears that General Craigh has apologised to the Chinese Foreign Office on the officer's behalf.

The s.s. Heungghuan experienced very rough weather on her trip over from Macao on Saturday last. When off Lantau Bay one of the native crew, who was shipping heavy weather ports, was swept overboard by a big sea. The alarm was at once given and immediate preparations made to lower a boat. Captain Clarke, however, wisely prevented this, as the boat would have been at once swamped. He put the steamer about, shortly sighting the man, who managed to keep afloat, and on coming up to him a rope was thrown which the sailor caught and was hauled on board; just twenty minutes after the alarm was given. The rescued man appeared little the worse for his immersion, and was profuse in his thanks to the genial skipper. By the way, Captain Clarke has just completed twenty-five years' service in the company, many of them on the Macao run, and it would be difficult for many to dissociate the pleasure of the week-end holiday at the ancient port from the Heungghuan and its popular and able commander.

A letter from our Hamburg correspondent will be found to-day on page 5.

The running of the special launches to the V.B.C. is to be discontinued to-day.

The will of the late Mr. Charles Henry Broad (78), of Castleview, Weybridge, and formerly of China, has been proved of the gross value of \$2,151.

The N.C. Daily News Tokyo correspondent says that Lord Cranborne's statement in the House of Commons about the alliance with Japan, caused great astonishment in that country, but the newspapers withheld comment. The Times protest against the remark was much appreciated.

The U.S. quarantine official at Yokohama has ordered detention and quarantine for five days in the case of those residents in Tokyo who are going to America. The emigrants from Niigata for Hawaii, who arrived at Yokohama by way of Tokyo, were very severely examined before embarking for the Sandwich Islands.

On the 18th ult. there were at Saigon 7 British, 5 French, 5 Germans, 4 Swedish or Norwegian, and 1 Belgian steamers. Commenting upon this, the Opinion points out that although the port has two subsidised lines French shipping there is less than British, and says it would like to know how the proportions stand in other places.

The profit made for the year ending 30th April last by Messrs. B. C. Farnham, Boyd & Co., Ltd., amounts to Tls. 1,848,500, and after deducting the amount already paid in January last as an interim dividend of Tls. 385,400, and wiping off the suspense account of Tls. 100,000, there remains an amount which the Directors propose to distribute as follows:—

A final dividend of Tls. 10 per share... Tls. 552,000
Placed to reserve fund... 750,000
Carried forward to next account... 60,150

Shareholders will thus receive a dividend on the year's working of Tls. 17 per share.

The McAuliffe-Ryan boxing contest was to come off on the 6th inst. A sporting correspondent of the P. & T. Times writes:—"The betting is about even in the Clubs to-night (Friday), but we predict by the time the two men meet in the ring the odds will be in favour of Ryan. There is an old saying among boxing men that 'youth will be served,' and if Ryan at all approaches what we have heard about him there is going to be the finest contest in Gordon Hall to-night that Tientsin or even foreign China has ever witnessed. We are not forgetting that McAuliffe is a past master at the game and a ring-general whilst, but on the other count he has to meet a man who knows what he is about, and has weight to back him up. We are informed that he has got down to 150 lbs. from 175 lbs."

Recently a Japanese was sentenced to six years' penal servitude for altering a Government railway ticket so as to enable him to travel on another day than that upon which the ticket was issued. Commenting upon the case, the Japan Herald says:—"That such an outrageous sentence should have been passed by a Court of Law in Japan is sufficient to show that the administration of justice has not yet reached a very high level in this country. To any but the judicial intellect six years' imprisonment for altering the date on a railway ticket would appear monstrous, and the judges of the Ota Chho Sabancho show an extreme lack of humour and insensitiveness to ridicule when they perpetrate such judicial blunders as these. It is to be hoped, should the appeal prove unsuccessful, that the case will be taken to the Supreme Court so that it can have full publicity given."

Prince Tuan and Duke Lanang, according to a Lanchow (Kansu) despatch, at present residing at Tientsin (Urumchi), the capital of Chinese Turkistan, which city is about one month's ordinary journey on horseback, west of Chinkoukan, a gateway into the most western portion of the Great Wall. It is reported that the exiles continue to "lord it over the natives" in that part of the Emperor's dominions, and by their brazen and swagger and loud talking of what they intend to do soon against the "Western Barbarians," manage to impress their importance upon the simple-minded Kashgarians and Tungus—Chinese Mahomedans of Urumchi, Turfan and Hami, the latter two cities being often visited by the two in their search for followers and partisans. Owing to the near connection of the two exiles to the Imperial occupation of the Throne, even the Governor of Chinese Turkistan dare not slight them.—N.C. Daily News.

At the half-yearly examinations in music recently held, under the auspices of Trinity College, London, at Brighton, we note with considerable interest and pleasure that a Hongkong young lady has greatly distinguished herself. Over 80 candidates presented themselves for examination and Miss Christine Sheltor Hooper, who entered for the Senior Section, passed with honours, and moreover was the only candidate to obtain this distinction in Piano-forte playing. At the distribution of the certificates Miss Hooper was specially complimented for her conspicuous success. We believe that Miss Hooper, before going home, was taught for some two or three years by Mr. Ward, our Cathedral organist, and it must be especially gratifying to him to learn that his old pupil has done so well. Some of our readers may remember that Miss Hooper appeared at one of the concerts given by Messrs. Marsh and Ward some eighteen months ago, and most of those who heard her play then were exceedingly surprised at the skill and promise shown by the youthful performer. We trust soon to hear of even greater triumphs for this talented young lady.

The Commission nominated by the Pope to examine the religious question in the Philippines was composed of Cardinals Vannutelli, Vivesy Tato, Gotti, and Solahuber.

The Sarawak correspondent of the Straits Times notes the reported accomplishment of a long expected event—the absorption of Brunai into the State of Sarawak. The Sultanate of Brunai had declined so rapidly of late that its fall had long been reckoned upon.

President Roosevelt is considering the offer of the Commercial Cable Company, which corporation has offered to complete the cable to Manila one year ahead of the proposed time if permitted to make use of the government surveys.

For military reasons the War Office has declined to sanction the erection of the "Barfleur memorial" in the Victoria Gardens, Chatham, of which they are owners and the Chatham Town Council the tenants. The corporation has accordingly offered another site for the purpose near the Waghorn statue. The officers and men of H.M.S. Barfleur are erecting the obelisk in memory of their comrades who fell during the late operations in China.

The L. & C. Express says:—"The very genuine expressions of sympathy that have been extended to Sir Thomas and Lady Sutherland in their great grief at the loss in South Africa of their only son will, we may hope, in part mitigate the heavy blow, though words at such times can bear small part in assuaging such grief. The sincerity of the expressions has been general, and their widespread nature shows the esteem in which the chairman of the P. and O. Company is held. It is the cruel irony of fate that the man who has done so much in the transport of troops to the seat of the late war, through the results of the company he directs, should be called on at the last to meet so heavy a loss."

In the House of Commons on the 10th ult. Mr. Weir asked the Under-Secretary of State for Foreign Affairs whether he was aware that the barriers which were erected by the Chinese Government on the Canton River some years ago not only impeded the traffic but caused a constantly increasing accumulation of silt, which rendered the navigation of the river daily more difficult; would he consider the expediency of communicating with the Chinese Government on the subject with a view to the adoption of such steps as might be necessary to facilitate the navigation of the river? Lord Cranborne said:—"A clause has been agreed to for insertion in the treaty now under negotiation by His Majesty's Special Commissioner in China, by which the Chinese Government undertake to remove within the next two years the artificial obstructions to navigation in the Canton River."

Our London representative has had an opportunity of inspecting Opel's Machine for making and automatically folding tin boxes when packed. It was seen that this can be done without a single drop of the liquid being forced out. To tend and work the machine only one man is required and with unskilled labour. The makers claim that a thousand small sardine-tins, for instance, can be folded by their machine at a cost of five shillings, whereas by the old soldering process they would cost ten shillings; and that one man can fold five thousand a day instead of seven hundred, which is said to be all that a solderer can get through. The box remains stationary during the folding. As the export trade in canned fruits and other things from the Far East is now rapidly increasing, this machine is, we think, sure to come rapidly into use in this part of the world. The machines are made for either round or shaped tins.

A New York telegram of the 14th inst. to the Manila Times says:—"Congress has adjourned sine die and the present session is at an end. Before adjournment action was taken on the Philippine Bill. Both houses finally agreed to eliminate the money provision from the Bill and the Bill as thus altered was passed. It is also provided in the Bill that the popular election for a Philippine legislative assembly shall be postponed until the business has been taken and two years of peace have prevailed. It is also provided that corporation holdings and land shall be limited to twenty-five hundred acres. There are no other important changes. During the final discussion of the Bill, some temper was displayed and after the adjournment Senators Bailey and Beveridge, while still in the Senate Chamber, engaged in a sharp personal debate. Finally Senator Bailey seized Senator Beveridge by the throat and proceeded to choke him. The two were quickly separated and Senator Beveridge is unharmed."

In some articles by a Volunteer on the French troops in China during the disturbances that appeared in Le Zeeu (Paris) there are some very interesting statements. The writer describes the turning of Chinese corpses out of their coffins and burning the latter for fuel; the looting of the smaller villages and bringing the plunder to their officers, and being sent out apparently to hunt for young and pretty Chinese girls for the said officers. "We had lighted a fire in a corner of a village, some of the houses were in flames, and we were roasting the others. In one hut I and my mate were lucky enough to lay hands on a beautiful young girl. They tried violence on her but the father attached her to the far end of the burning village, and threw himself into the flames with her. Orders were to enter all villages, and was to the ground all those offering or likely to offer resistance. Chinese and their carts were requisitioned everywhere when wanted, and, as pay, obtained the remains of the French soldiers' meals. Those who rebelled they beat; those who did were well kicked and finally shot."

The Lhasa monsoon reports being discouraging, the Lanchashire piece goods trade is suffering somewhat in consequence.

The departure from Bangkok on leave of Mr. Reginald Tower, H.B.M.'s Minister at Bangkok, was delayed by another attack of fever.

Captain E. H. Bayly, C.B., who was here with the Aurora, has been appointed to the Combridge for the Conqueror, in command, to date June 1.

No news had reached Japan, when the last mails left, of the execution of Manchuria which Count Cassini has assured the Washington Government has taken place.

M. Klobukowski, Minister for France at Bangkok, left on the 5th inst. by the Mekong for Saigon on his way to France, M. Dulac taking the position of Chargé d'Affaires.

Another European novice is about to be admitted into the Buddhist priesthood at Lepadon in Burma. There are some half a dozen European *Theravada* in Burma now, and it is quite possible that one of them may be nominated as a candidate for the vacant Buddhist Archbishopric. The latest is a Mr. Warwick, whose name as a novice is Theyyadana. His admission takes place about the middle of this month, and will be the third occasion within two months of Europeans in Burma entering the higher order of the Buddhist priesthood.

The Deutsche Asiatische Warte (which is edited at Berlin) reports that for the construction of the railway from Tientsin to Chinkiang, a number of German banking institutes have united in a consortium, which has sent out to Tientsin four engineers for minute investigations and explorations. These four experts had already started for the interior, principally to see if the Hongkong river would offer invincible obstacles to a railway bridge. By information, however, from a reliable source, such obstacles, it appears, do not exist.

The German Official Army Gazette publishes two Imperial orders, according to which the Brigade forming the German garrison in East Asia is in future to consist of two infantry regiments, one mounted squadron of Jaeger, one battery of horse artillery, one mountain battery, one company of pioneers, and two field hospitals. The other detachments of the brigade are to be sent home and disbanded. The German War Department at the same time indicates the stations at which the detachments remaining in the Far East will be quartered.

It was recently reported that the Japanese authorities were using their influence to secure the monopoly of the camphor industry in the province of Fokien, China. A Shanghai correspondent of the Asahi has sent his journal an extract from a Chinese paper to the effect that the Viceroy of the province had agreed to give the contract to the Japanese authorities (of Formosa presumably) on certain terms. The Asahi of Amoy was appointed to conduct the negotiations. Accordingly the Asahi met Mr. Uyeno, the Japanese Consul at Amoy, and proposed an amendment to the terms, which, as they stood, gave all power to the Japanese, the Chinese authorities being merely required to act as the protectors of the industry. The Japanese Consul thereupon made some concessions. It was agreed that the Japanese should contribute Tls. 200,000 for the business, and that the Chinese authorities should station commissioners at important places to protect the industry, the profits being equally divided between the Japanese and Chinese authorities. It was further agreed that the manufacture and sale of camphor should be controlled by the Japanese, while the accounts should be managed by the Chinese.

THE ENGLISH MAIL.

The P. & O. steamer *Dalhousie*, with the English mail of the 20th ult. left Singapore on the 12th inst. at 4 p.m. and may be expected here on Thursday, at about noon. Replies are due to correspondence despatched on the 19th May.

TYPHOON WARNING.

We received yesterday from the U.S. Consul-General the following typhoon warning, issued from Manila Observatory at 7 a.m.:—"Typhoon on the S.E. coast of Asia approaching Archipelago." Later on we received the following second warning, issued from Manila Observatory, 11 a.m.:—"Typhoon of small diameter crossing the Archipelago between parallels 11 and 13."

VICTORIA RECREATION CLUB.

An extraordinary meeting of the Victoria Recreation Club was held last evening in the Gymnasium for the purpose of confirming the special resolutions passed at the meeting held on 24th ult. Mr. T. M. Head, chairman of committee, presided.
Mr. F. W. Wright, hon. secretary, read the resolutions as follows:—"The Members elected on and after July 1, 1902, who are not British subjects shall not be eligible to serve on the General or Ballotting Committees of the Club, and no existing member of the Club not a British subject is eligible for either the General or the Ballotting Committee."
"No candidate shall have the privilege of the Club unless he comes under the provisions of Rules 5 and 6, or unless with the permission of the General Committee, which permission may be cancelled at any time."
"No Members shall pay an entrance fee of \$20, payable in advance."

Mr. R. H. B. Mitchell moved that the resolutions be confirmed.
Mr. O. W. Marshall seconded, and the motion was unanimously agreed to.
This was all the business.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 12th July.

THE CORONATION.

It is officially announced that the Coronation of Their Majesties King Edward and Queen Alexandra will take place on a date between the 8th and 12th August. The procession through London on the day following the Coronation has been cancelled.

THE KING'S HEALTH.

The physicians in attendance on His Majesty state that his progress has been speedier and less complicated than anticipated, owing largely to His Majesty's excellent constitution.

It is hoped that His Majesty will be able to proceed on board the royal yacht at Portsmouth on Tuesday next.

SOUTH AFRICA—SURRENDERS COMPLETE.

The last of the Boers in the field in South Africa have surrendered, making a total of over 20,000 since peace was signed.

LONDON, 12th July.

SIR GORDON SPRENG.

Rt. Hon. Sir J. Gordon Spreng, Premier of Cape Colony, has sailed for Capetown.

THE KING'S HEALTH.

His Majesty continues to make excellent progress. The bulletins will henceforth be issued on alternate days only.

FURTHER ERUPTIONS IN THE WEST INDIES.

The Governor of Martinique Island cables that a further outbreak of flames from Mount Pelée took place on Wednesday night, and set fire to the ruins of St. Pierre.

Simultaneously the Soufriere of St. Vincent renewed its activity.

Mount Pelée was again in violent eruption on the 11th instant.

LORD KITCHENER'S HOME.

COMING.

The R.M.S. *Orontes*, with General Lord Kitchener on board, arrived at Southampton this morning. The passengers included Major Gordon, A.D.C. to Lord Milner, who was suffering from small-pox, and the authorities therefore would only permit the landing of General Kitchener, French, and Hamilton, with the members of the staff. Lord Kitchener on landing was received with a storm of cheers, and the Mayor who welcomed him, presented him with the freedom of the City.

COLONIAL TROOPS SHARE THE CEREMONY.

At Paddington, the General was warmly greeted by the Prince of Wales, who drove with him to St. James's Palace, Queen Alexandra appearing on a balcony at Buckingham Palace as the procession, which included Lord Roberts on horseback, and a brilliant body of officers, passed. Through Hyde Park the route was lined with Indian and Colonial troops, and the utmost enthusiasm prevailed. Luncheon was partaken of at St. James's Palace. Lord Kitchener sitting on the right of the Prince of Wales, the others present including H. R. H. The Duke of Cambridge, Lord Roberts, Lord Salisbury, the Marquess of Lansdowne, and the Hon. St. John Brodribb. After luncheon, Lord Kitchener visited Their Majesties King Edward and Queen Alexandra, by whom he was very warmly received.

THE HEALTH OF HONGKONG.

The return of communicable diseases in the Colony last week shows as follows:—Plague, 28 cases (2 Europeans, 2 Indian, 1 Japanese, 21 Chinese); and 27 deaths; cholera, 2 cases (Chinese); 2 deaths; enteric fever, 1 case (European).

The year's plague figures are now—433 cases (3 Europeans, 413 Chinese, 18 other Asiatics); and 424 deaths (1 European, 408 Chinese, 14 other Asiatics).

Only one fresh plague case was reported during the two days ending at noon yesterday, a Chinaman from Irving Street dying.

CHATEAU'S CIRCUS.

Last night, Chateau's Indian Circus company gave their last performance in Hongkong, before leaving for Japan. There was a splendid attendance, and those who came to the show in the expectation of having a pleasant evening's entertainment were by no means disappointed.

A capital programme was submitted and the various items were liberally applauded. The performance consisted of equestrian acts, athletic and trapeze feats, "jars" by trained parrots, an elephant and a tiger, etc. Knaparro gave a clever display on the horizontal bar, Maritine an unique "turn" of foot-balancing called "Tanjorian" on the programme. Besides other trapeze and wire performances and much generally comic business by the clowns, there were introduced a couple of wonderfully trained parrots, one of which discharged arrows from a fixed bow and the other loaded and fired a miniature gun. There followed a capital exhibition of skill by Prince Ganesh, a Mysore elephant. The announcement by the management that a tiger would be let loose in the ring caused a little consternation. The animal was loosed from its cage but was held by a rope round its neck while it went through its tricks, which were wonderful considering the fierce and untamable nature of the beast. The whole show was an unqualified success.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 12th July.

"KIANGSI" STANDED.

The s.s. *Kiangsi*, which left Hongkong on the 8th instant for Kobe with a general cargo, stranded on the north of Namoi Island on the night of the 9th instant. All on board, foreigners and Chinese, were saved by a native fishing junk and brought into Swatow. The wrecked steamer belongs to Chinese, but at the time of the disaster was sailing under the American flag.

THE LEMIN QUESTION.

After many abortive schemes and prolonged negotiations between the Chinese officials and merchants regarding the intended levy of *lekin*, the parties concerned could not arrive at any satisfactory arrangement or settlement. The *lekin* question was then left in abeyance for a short interval, but the Chinese mercantile community were ultimately informed that it was the provincial Government's stern intention to commence collecting the duty from the 1st day of the 6th Chinese moon, i.e., the 5th July.

The merchants, after repeated meetings of their respective guilds, finding resistance to the new tax useless, have, ostensibly under protest, finally yielded to an imposition of *lekin*. Pending the consummation of the *lekin* tariff, a preliminary tax of 3 mao per 100 taels on exports will be raised. Imports are divided into various categories; piece goods will pay 5 cts. per package, sundries 1 per cent. *ad valorem* or in some cases 10 cts. per package. The levy on the most important articles, viz., opium, yarn, and cotton, has not been fixed yet.

AN ENERGETIC TAO-TAI.

Our local Tao-tai T'ing who has been here but a short while has made himself well liked by both foreigners and Chinese. He is taking strenuous means to keep the place free from evil-doers and law-breakers. It is said that he accompanied the night-patrol on their peregrinations the other night and personally apprehended several suspicious individuals hovering around the numerous gambling dens. Taking a step in the right direction he has stationed soldiers, housed in barracks, in the vicinity of the offices of Messrs. Butterfield and Swire, Bradley & Co., and Jardine, Matheson & Co.

FRANCE AND SIAM.

The *Bangkok Times* writes:—The view taken in Saigon of the recent events on the Eastern frontier, has just such value as one may choose to put upon it. But in any case a certain amount of interest must attach to Saigon opinion, and we find from the papers to hand to-day that the recent movement of French troops is frankly termed a military demonstration against Siam. The *Opinion* is disappointed that it proved only a "platonic" demonstration after all, but on the principle that there is no smoke without fire it believes that the French Government will not let slip the chance of putting its hand on this country on the first opportunity. The *Opinion*, it should be said, is bitterly Anglophobic and need not be taken as expressing the view of the Government. All the actions of Siam it believes to be dictated by England, and it asserts that "all the enemies of France whether in Siam, on the Mekong, or in Upper Laos are directed by the Jesuitical policy of England, which works in the dark but does not thereby do the less harm." That is hardly an opinion to be respected, and the only point in it is that the strengthening of the garrison at Chantaboon and the movement of troops towards the Siamese frontier was regarded in Saigon as a military demonstration against this country.

SHANGHAI NEWSPAPER SUIT.

In the British Supreme Court, Shanghai, on 7th inst. before Chief Justice Bourne, an action by Mr. A. M. A. Evans against Mr. Chesney Duncan and Mr. Thomas Cowen, formerly joint lessees of *The New Press*, came on for hearing. Plaintiff claimed \$2,489 for money collected on behalf of the defendants, \$3,900 for rent of the newspaper plant, etc., and \$2,444 in respect of material supplied. In his answer the defendant Cowen did not admit that he is or at any time was liable as joint lessee of the *Daily Press* business, because the lease contract was based on misrepresentation. The business of the *Daily Press* was in fact considerably less than it was represented to be, according to the information supplied by the said A. M. A. Evans and Chesney Duncan to the defendant Thomas Cowen, and the books of the concern when shown to the defendant Cowen contained many entries of supposed subscribers and advertisers whose subscriptions and advertisements had expired or had been ordered to be discontinued, such discontinuances having been improperly concealed, or not duly put into effect. Thus the earnings of the business were materially misrepresented. In consequence the defendant Cowen in July, 1901, urgently protested to the plaintiff and appealed to be released from the contract, and showed him that the concern was not able to go on without running deeply into debt, but the plaintiff refused to release him and threatened him with legal consequences if he did not continue. In October, 1901, the defendant Cowen agreed to carry on the business alone and the plaintiff accepted him as sole lessee and agreed to release Cowen from all liability in connection with the concern. Judgment was given against the two defendants jointly for \$2,807, both having admitted the correctness of the figures.

SUPREME COURT.

Monday, 14th July.

IN ADMIRALTY JURISDICTION.

Before His Honour W. Meigh (GOODMAN (CHIEF JUSTICE)).

"WONG KOI" v. "CLARA."

This was an action for recovery of salvage expenses. Mr. E. H. Sharp, barrister-at-law (instructed by Mr. G. G. C. Master, solicitor) appeared for the *Wong Koi*; and Mr. M. W. Smith, barrister-at-law (instructed by Mr. J. H. Hastings, solicitor) for the *Clara*. Captain Dwyer, of the *Empress of Arragon*, was the nautical assessor.

Mr. Sharp opened the case by reading the pleadings, which showed that the *Wong Koi* was a steamship owned by the Norddeutscher Lloyd, of 1,115 tons register, of the value of \$400,000, and carrying at the time of the salvage services rendered a crew of 62 under the command of William Bartling, master. The steamship *Clara* when salvaged was the property of M. J. J. & Co. of London, of the value of \$75,000, carrying a cargo of the value of \$65,500 and freight of the value of \$1,100. About noon on the 14th of July, 1901, when the *Wong Koi* was at anchor at Pokhoi, being due to leave the following day for Munster, Zaam, an island in Netherlands India, near Java, whether she was bound with 600 Chinese coolies, and 6 first-class cabin passengers, the captain was informed by the chief officer of the *Clara*, who brought a letter to the effect from the master of the *Clara*, that the *Clara* was lying totally disabled in a position about 30 miles S. 32 d. E. of Kwantan Point in the Gulf of Peking, that the vessel was in danger, that the neighbourhood was infested with pirates, and that she needed assistance. As soon as the *Wong Koi* could get steam up she proceeded to the place indicated and there found the *Clara* with her stern shaft broken. The sea was somewhat rough, and the *Clara* was helpless and in imminent peril. The coast and dangers in the neighbourhood of the *Clara*'s position had not been properly ascertained, and the likelihood of a typhoon or other bad weather at that season of the year was great. The *Clara* was far out of any usual track of ships. She had on board 70 passengers, a crew of 88 men, and a cargo of 140 pigs and about 4,000 cases of indigo sugar and general merchandise. The *Wong Koi*, at the request of the master of the *Clara*, at once took steps to rescue her and to tow her to Hailow and thence to Hongkong. The *Wong Koi* brought the *Clara* safely into Hailow, and the *Clara* was towed to Hongkong, where she arrived at about 8.30 a.m. on 17th July. The *Wong Koi* returned to Pokhoi, where she arrived at about 8 a.m. on the 20th July. In rendering these services, considerable risk, labour, expense, loss and delay were occasioned to the *Wong Koi* and great skill was shown by those on board her. The *Wong Koi* also suffered damage to her tow-rope and tackle and was put to the cost of keeping 467 of her passengers at Pokhoi from 14th July till 20th July. The plaintiffs were entitled to salvage for the services rendered by her and had demanded from the defendants in that regard \$27,777. On or about 24th December, 1901, the plaintiffs delivered to the defendants an account containing full particulars of the claim and showing how it was arrived at. The defendants had not paid that sum. In their answers the defendants denied that the value of the steamship *Wong Koi* was \$400,000 and said that the value of the *Clara* as salvaged was \$23,500 and the value of her cargo was \$65,500. The risk incurred by the *Clara* and the risk, labour, expense and loss occasioned to the *Wong Koi* and the cost of keeping 467 of her passengers at Pokhoi were greatly exaggerated by the plaintiffs. The *Clara* was in no immediate danger. She was making no water, and with the exception of the damage to her shaft, was uninjured. The weather during the whole time in question was fine and the *Wong Koi* was at no time in any danger whatever. The salvage services rendered by the *Wong Koi* ceased upon the arrival of the vessel in Hailow Bay, and the services rendered by the *Wong Koi* in towing the *Clara* from Hailow to Hongkong were merely towage services. The defendants had tendered \$15,000 and contended that that sum was sufficient to satisfy all the claims of the plaintiffs. Mr. Sharp stated that the defendants had had the *Clara* re-valued and the new valuation was \$65,000.

Mr. Richard Unsworth, an ex-captain with the Scottish Oriental Co., afterwards gave evidence as to the nature of the coast where the mishap befell the *Clara*, of the anchorage at Hailow, and of the weather to be expected there at the season of the year when the salvage was effected.

Other written evidence was taken. The Court adjourned.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Ballaarat* left Singapore on the 12th inst., at 4 p.m., with the outward English mail, and is due here on the 17th inst., at about noon.

The Imperial German mail steamer *Bayera*, carrying the German mails with dates from Berlin of the 24th ult., left Colombo on the 12th inst., p.m., and may be expected here on or about the 23rd inst.

The Imperial German mail steamer *Sachsen*, left Kobe on the 12th inst., and may be expected here on or about the 23rd inst.

The O. & O. steamer *Gaile*, with mails, &c., from San Francisco via Honolulu, arrived at Yokohama, and left on the 12th inst. for this port, via Kobe, &c.

The C.P.E. steamer *Empress of China* left Vancouver on the 11th inst., p.m., for Hongkong via usual ports of call.

The C.P.E. steamer *Albatross*, arrived at Negapatnam at 7 p.m. on the 13th inst., and left again at 2 p.m. same day for Shanghai, where she is due to arrive at 7 a.m. to-day.

The C.N. steamer *Tianan*, from Australia, left Manila on the 14th inst., at 6 p.m., for this port, and is due here on the 17th inst.

The H.A.L. steamer *Sitholla*, from Hamburg, left Singapore for this port on the 13th inst., and may be expected here on or about the 19th inst.

The E. & A. steamer *Australian*, from Sydney, left Manila on the 13th inst. for this port.

The N.P. steamer *Victoria* left Kobe for Hongkong yesterday.

The T.K.K. steamer *America* Mary left Amoy for Shanghai at 1 p.m. on the 13th inst.

The N.Y.K. steamer *Tokawa* arrived in New York on the 5th inst.

POLICE COURT.

Monday, 14th July.

Before Mr. F. A. HAZELAND (Police Magistrate).

ROBBERY A DRUNKEN SAILOR.

Taking advantage of the helpless condition of an American sailor who was lying asleep on the Puya at Blue Buildings, a Chinese thief attempted to pick his pockets, but was interrupted by the arrival of an Indian constable, who chased and arrested the midnight prowler, a known dangerous character. He was sentenced to two months' hard labour.

THROWING STONES IN THE STREETS.

Eight coolies were charged with disorderly conduct and throwing stones in the street to the public danger. They all denied it.

P.C. Denny said that at seven o'clock on Saturday night, whilst on duty at the Star Ferry wharf, he heard a great row in the direction of the Hongkong Hotel. On going there he found about 30 coolies fighting and throwing stones.

His Worship—At whom?

Witness—Well, three Europeans were hit, and the stones appeared to me to be thrown at them. One of the defendants, the first, resisted and attempted to assault P.C. Denny, whose tunic he tore.

P.C. Winter, who assisted P.C. Denny to quell the disturbance and arrest the defendants, said the stones were coming from a cockloft in a building on Messrs. Watson's new site, and on his attempting to ascend to the cockloft, the ladder leading thereto was thrown up by the second defendant. However, witness gained entry by clambering up the bamboo poles.

The first defendant said one of the constables attempted to throw him from the cockloft to the ground, and he clung to him, accidentally tearing the sleeve of his tunic. The constable struck him with his truncheon, and as a result he (the defendant) had to go to hospital.

P.C. Denny, re-called, said the first defendant was never in the match. He fell and hurt himself in attempting to escape.

The first and second defendants were fined \$5 or 14 days each, and with the remainder, who were not heard, bound over in \$25 each to keep the peace for six months.

THEFT FROM A SHIP'S OFFICER.

Li Tai, petty-boy on the steamer *Albatross*, pleaded guilty to stealing a \$5 bill and two dollars in silver from the chief officer, and was sentenced to one month's hard labour.

BREAKING A COW.

The Chinese owner of a cow in Kowloon (city) unseized the animal recently, and secured the country in search of it. On a hillside, tended by a stranger, he came upon his missing property, and was told by its then keeper that he had found it straying on the roadway and taken it in charge until the owner should turn up. The appearance of the said owner proved unfortunate for him, for he was given into custody on a charge of stealing the cow and sentenced to six weeks' hard labour.

Before Mr. J. H. KEMP (Acting Police Magistrate).

A VAGRANT.

James O'Neil, an Irish seaman, denied that he was a vagrant.

P.C. Rutledge said the defendant had only ten cents in his possession when searched at the Central Police Station, but that a friend had \$150 belonging to him. He gave his address as the Star Coffee House, which is now closed.

LATE TELEGRAMS.

NEWS VIA CABLE.

THE CORONATION.

STATE BANQUET FOR COLONIAL PREMIERS. London, 27th June.

The Prince of Wales has invited the Premiers to a State Banquet at St. James's Palace, on the 8th July.

CORONATION HONOURS.

London, 27th June.

Lieut. H. Cordes, Consul at Berbera, has been made a Companion of the Order of St. Michael and St. George.

A knighthood has been conferred on Mr. W. J. Stanley, C.B., C.I.E., C.B., on Doctor Ronald Ross, of Malaria Mosquito fame, and Colonel Sadler, of the Indian Political Department; and a C.M.G. has been conferred on the Hon. Mr. E. A. Sieradela, Governor of St. Helena, formerly of the Indian Financial Department.

HOPEFUL FEELINGS.

London, 28th June.

A very hopeful feeling is now prevailing, the place of the despondency last week. Most on Thursday and yesterday. Let the illumination devices still remain. It is stated that they will be utilized to celebrate the recovery of the King. It is believed that, possibly, the Naval Review will take place next week.

LOCAL EXPRESSIONS.

London, 28th June.

The illness of the King occasioned a remarkable outburst of sympathy in Ireland. Serious rioting took place at Watford, in Hertfordshire, owing to the postponement of the festivities. Disturbances also took place at Dunstable and Hemel Hempstead. At the latter place there was a protest against the selling of the provisions intended for the dinner to the poor.

ILLUMINATIONS FOR RECOVERY.

London, 28th June.

The majority of the illumination devices will remain with the intention of a general illumination if the King's progress to health is maintained.

DEPARTURE OF GUESTS.

London, 28th June.

Prince Henry of Prussia and Madame Ali of Egypt left to-day.

GENERAL NEWS.

SOUTH AFRICA. London, 27th June.

3,000 Australians and Canadians embarked at Durban to-day, and 2,000 Canadians will embark on 2nd July.

A Bloemfontein telegram states that prospects in the Orange River Colony are most favourable. Settlers are taking up land weekly. The Government hope to create a great agricultural industry in the Colony.

OBITUARY. London, 28th June.

The death is announced of Sir Francis Scott and Sir James Bellitt Oxbey.

COURT CRICKET. London, 28th June.

Launceston beat Surrey by an innings and 78. Yorkshire beat Nottingham by 227 runs. Worcester beat Somerset by 4 wickets.

SWITZERLAND AND AUSTRIA. London, 28th June.

The Khadiv is at Constantinople and has had an audience of 300 today.

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Hongkong, 6th May, 1902.

THE CHEFOO POISONING CATASTROPHE.

The *Shanghai Mercury* publishes the following particulars of the calamity at Chefoo:—

Chefoo, 8th July, 9.15 a.m.

Ten schoolboys belonging to the China Inland Mission School at this port have died of poisoning.

It appears that one of the confectioners served to the boys and teachers at the school at Chefoo was a chicken-pie. There were several pies cooked and one of them was ordered by a number of the boys to be taken later.

Afterwards, and it was thought that cholera had broken out in the school, but it turned out to be poisoning, and as soon as it was found out proper remedies were applied. The names of the poor little fellows who succumbed are as follows:—

Gershom Broomhall, son of Mr. and Mrs. A. Hudson Broomhall of the China Inland Mission, home on leave.

Eleonora R. Fitch, son of Rev. J. A. Fitch, American Presbyterian Mission, Wailu.

Nicholas Gray, the son of a Russian merchant in Japan. He has a brother at the school. Mari Bandstedt, son of Mr. E. W. Bandstedt, captain of the C.M.S.N. Co. built at Hankow.

Stewart Kay, youngest son of the late Mr. and Mrs. Duncan Kay, who were massacred in Shanghai during the late troubles.

Norman Gray Owen, son of Mr. and Mrs. Owen of the China Inland Mission.

Norman Whitfield, the only son of Mr. and Mrs. Whitfield, late of Messrs. Liddell Bros. The father has been home some time and the mother left for home lately.

Howard Fiske, the youngest son of Mr. C. T. Fiske of the China Inland Mission.

Claude Hartwell, son of Rev. J. B. Hartwell, D.D., American Southern Baptist Mission, Tengchow, near Chefoo.

Herbert Parry, son of Dr. H. Parry, China Inland Mission.

There are two other boys who are still seriously ill.

Hugh Gray Owen and Frank Parry, brothers of the boys mentioned above.

Chefoo, 1 p.m.

Two more deaths have taken place at the school through poisoning. They are:—

F. W. H. Momen, son of Mrs. (Capt.) Muir, stepfather at Chefoo, mother in Shanghai.

Hugh Gray Owen, son of Mr. and Mrs. Owen of the China Inland Mission.

NOTHERN NOTES.

The following items are from the P. & T. Times of the 5th July.

Maxton, the mainland station of Weibeiwei, is, after the Coronation, to be known as Port Edward.

In the railway-sliding case we understand that Mr. E. Cousins represents the bondholders and that Mr. E. P. Allen has been retained as their Counsel.

Tribute rice is now going on to Peking by train in large quantities. We hear that the cars are taking 500 tons a day at present and the prospect of the immediate future is that this will be increased to 1,000 tons daily.

We understand that the French troops that left on Sunday last are not to be replaced, and that the departure represents the permanent reduction of the French garrison. From the numbers of the Indian relief it would look as if reduction of the British forces in North China was not in immediate contemplation.

The immediate explanation is doubtless the length of railway line that has to be protected.

The 2nd P.I. which arrived last week at the Peking station at once secured the quarters vacated by the 4th P.I.

The Regiment has 721 rank and file, 16 native officers and 10 British officers. Not a few of the senior officers are absent on furlough, special duty, etc., and this may have weakened the regimental reputation for good order.

They have brought their band. The officers mess at the 1st P.I.'s house west of Victoria Park in the Taku Road. The officers are:—Lieut. Col. W. C. Faithfull; Major F. M. Corbridge; Captains D. C. Andrew, G. Kaye; Lieutenants H. Ridgway, H. J. Dutton; R. Cook, P. H. McLevery, C. G. V. M. Wardell, and J. K. B. Fleming, I.M.S.

The 4th P.I. had a great send-off last Saturday. Hosts of civilian friends and nearly all of the officers of the British garrison and many of those of the foreign contingents were present. There was unhappily a lot of delay due to the slow manoeuvring of the lighters and the extreme lethargy of the German freight crew. The departure was advertised for 9 did not come off till 10.30. There were two bands present, and great cheers and counter-cheers. Col. Radford and his officers have identified themselves completely with the social interests of the place and are greatly regretted. Stresses of weather prevented the men getting out to the *Pembroke* on Sunday morning; they had to return, but succeeded at the next tide.

On Monday last we had telegraphic news from Peking that the Ministers had held a meeting on the previous Saturday at which the chief business discussed was the rendition of Thanks to the King. They were conversed with Chinese objections to the last proposals, and it was understood that after all the permanent approval of all the P. & T. G's concessions to

trading companies was objected to most strongly. Our information was to the effect that the Chinese objection found a good deal of support among the Ministers on grounds which we need not even adumbrate.

The cash question is still urgent in Tientsin, and not within living memory has there been so odd a position of affairs. One large cash is by immemorial tradition equal to two *ching* chieh or small cash, but as a matter of fact if one changes a dollar for good sound large cash of respectable origin one gets about 825, while if one takes the rubbily iron stuff now offered as small cash he gets as many as 1800 instead of 1650 (twice 825). The confusion and indeed actual hardship on the poorer classes are very great, for it is always out of them that the money-changers wring the profits brought about by deb

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9489/9518	9919/10018	11704/11703
12273/12297	12444/12453	12687/12686
12607/12706	14003/14012	15193/15292
15670/15700	15903/15904	17801/17847
18084/18123	19124/19123	19184/19243
19234/19283	21406/21415	21416/21419
21433/21447	21978/21989	22100/22121
22382/22421	22597/22596	22947/22977
23072/23091	23092/23010	23036/23030
23097/24008	24009/24108	24109/24248
24207/24206	24707/24806	24807/24856
25114/25143	25444/25443	25519/25543
25544/25583	25610/25643	25849/25858
25859/25923	25924/25943	25971/25970
27038/27042	28178/28203	28404/28403
28515/29014	31015/31114	31804/31803
32676/32693	33115/33164	34058/34077
34692/34741	35092/35141	35392/35401
35592/35591	35842/35891	35892/35941
35942/35991	36042/36091	36142/36191
36187/36186	36671/36720	36831/36830
36854/36878	36879/36883	37144/37183
37334/37393	37394/37433	37434/37508
37679/37703	38123/38123	38124/38123
38289/38272	40124/40123	40704/40703
40704/40703	41324/41323	41324/41323
41704/41728	41729/41740	44300/44300
44670/44674	44675/44678	45167/45216
45443/45467	45516/45527	46120/46124
46125/46174	46700/46600	46730/46820
46880/46820	46860/46800	47078/47125
47201/47223	47224/47250	47400/47500
47540/47564	47565/47589	47840/47864
47865/47889	47890/47914	48000/48174
48115/48139	48140/48164	48200/48218
48219/48243	48244/48268	48300/48318
48319/48343	48344/48368	48400/48418
48419/48443	48444/48468	48500/48518
48519/48543	48544/48568	48600/48618
48619/48643	48644/48668	48700/48718
48719/48743	48744/48768	48800/48818
48819/48843	48844/48868	48900/48918
48919/48943	48944/48968	49000/49018
49019/49043	49044/49068	49100/49118
49119/49143	49144/49168	49200/49218
49219/49243	49244/49268	49300/49318
49319/49343	49344/49368	49400/49418
49419/49443	49444/49468	49500/49518
49519/49543	49544/49568	49600/49618
49619/49643	49644/49668	49700/49718
49719/49743	49744/49768	49800/49818
49819/49843	49844/49868	49900/49918
49919/49943	49944/49968	50000/50018
50019/50043	50044/50068	50100/50118
50119/50143	50144/50168	50200/50218
50219/50243	50244/50268	50300/50318
50319/50343	50344/50368	50400/50418
50419/50443	50444/50468	50500/50518
50519/50543	50544/50568	50600/50618
50619/50643	50644/50668	50700/50718
50719/50743	50744/50768	50800/50818
50819/50843	50844/50868	50900/50918
50919/50943	50944/50968	51000/51018
51019/51043	51044/51068	51100/51118
51119/51143	51144/51168	51200/51218
51219/51243	51244/51268	51300/51318
51319/51343	51344/51368	51400/51418
51419/51443	51444/51468	51500/51518
51519/51543	51544/51568	51600/51618
51619/51643	51644/51668	51700/51718
51719/51743	51744/51768	51800/51818
51819/51843	51844/51868	51900/51918
51919/51943	51944/51968	52000/52018
52019/52043	52044/52068	52100/52118
52119/52143	52144/52168	52200/52218
52219/52243	52244/52268	52300/52318
52319/52343	52344/52368	52400/52418
52419/52443	52444/52468	52500/52518
52519/52543	52544/52568	52600/52618
52619/52643	52644/52668	52700/52718
52719/52743	52744/52768	52800/52818
52819/52843	52844/52868	52900/52918
52919/52943	52944/52968	53000/53018
53019/53043	53044/53068	53100/53118
53119/53143	53144/53168	53200/53218
53219/53243	53244/53268	53300/53318
53319/53343	53344/53368	53400/53418
53419/53443	53444/53468	53500/53518
53519/53543	53544/53568	53600/53618
53619/53643	53644/53668	53700/53718
53719/53743	53744/53768	53800/53818
53819/53843	53844/53868	53900/53918
53919/53943	53944/53968	54000/54018
54019/54043	54044/54068	54100/54118
54119/54143	54144/54168	54200/54218
54219/54243	54244/54268	54300/54318
54319/54343	54344/54368	54400/54418
54419/54443	54444/54468	54500/54518
54519/54543	54544/54568	54600/54618
54619/54643	54644/54668	54700/54718
54719/54743	54744/54768	54800/54818
54819/54843	54844/54868	54900/54918
54919/54943	54944/54968	55000/55018
55019/55043	55044/55068	55100/55118
55119/55143	55144/55168	55200/55218
55219/55243	55244/55268	55300/55318
55319/55343	55344/55368	55400/55418
55419/55443	55444/55468	55500/55518
55519/55543	55544/55568	55600/55618
55619/55643	55644/55668	55700/55718
55719/55743	55744/55768	55800/55818
55819/55843	55844/55868	55900/55918
55919/55943	55944/55968	56000/56018
56019/56043	56044/56068	56100/56118
56119/56143	56144/56168	56200/56218
56219/56243	56244/56268	56300/56318
56319/56343	56344/56368	56400/56418
56419/56443	56444/56468	56500/56518
56519/56543	56544/56568	56600/56618
56619/56643	56644/56668	56700/56718
56719/56743	56744/56768	56800/56818
56819/56843	56844/56868	56900/56918
56919/56943	56944/56968	57000/57018
57019/57043	57044/57068	57100/57118
57119/57143	57144/57168	57200/57218
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57519/57543	57544/57568	57600/57618
57619/57643	57644/57668	57700/57718
57719/57743	57744/57768	57800/57818
57819/57843	57844/57868	57900/57918
57919/57943	57944/57968	58000/58018
58019/58043	58044/58068	58100/58118
58119/58143	58144/58168	58200/58218
58219/58243	58244/58268	58300/58318
58319/58343	58344/58368	58400/58418
58419/58443	58444/58468	58500/58518
58519/58543	58544/58568	58600/58618
58619/58643	58644/58668	58700/58718
58719/58743	58744/58768	58800/58818
58819/58843	58844/58868	58900/58918
58919/58943	58944/58968	59000/59018
59019/59043	59044/59068	59100/59118
59119/59143	59144/59168	59200/59218
59219/59243	59244/59268	59300/59318
59319/59343	59344/59368	59400/59418
59419/59443	59444/59468	59500/59518
59519/59543	59544/59568	59600/59618
59619/59643	59644/59668	59700/59718
59719/59743	59744/59768	59800/59818
59819/59843	59844/59868	59900/59918
59919/59943	59944/59968	60000/60018

W. KERFOOT HUGHES,
Acting Secretary [1880]
Hongkong, 8th July, 1902.

A NEW MAGAZINE
(To be Published Quarterly)
"THE EAST OF ASIA"

JUST ISSUED.
CONTAINING Articles of Special Interest,
Profusely Illustrated, Description of the
People, Customs, &c. of the Far East.
Price \$1.50.
At Messrs. KELLY & WALSH, LD.,
Hongkong.
Hongkong, 6th March, 1902. 719

CHEONG LEE & CO.
FURNITURE STORE.
Established over 20 Years.
Dealers in Furniture, Blackwood,
Jewellery, Curios, Cutlery, Electro-Plate,
and Glassware. Dining-room and other Furniture
on Hire, &c. FOR THE HIGHEST GRADE,
BEST and CHEAPEST.
8, QUEEN'S ROAD CENTRAL.
Right opposite Robinson Finco Co.
Hongkong, 20th November, 1901. 551

IMPOBTERS and EXPORTERS,
Dealers in Furniture, Blackwood,
Jewellery, Curios, Cutlery, Electro-Plate,
and Glassware. Dining-room and other Furniture
on Hire, &c. FOR THE HIGHEST GRADE,
BEST and CHEAPEST.
8, QUEEN'S ROAD CENTRAL.
Right opposite Robinson Finco Co.
Hongkong, 20th November, 1901. 551

INTIMATIONS.
GOVERNMENT GENERAL OF
FRENCH INDO-CHINA.

THE HANOI EXPOSITION
WILL BE OPENED ON
2nd NOVEMBER, 1902.

THE Exposition, which is situated close to
the Railway Terminus at Hanoi, will com-
prise a GRAND PALACE and MAGNIFI-
CENT BUILDINGS, containing Artistic,
Commercial, Agricultural and Industrial
Productions of the greatest variety, from
France and her Colonies (1st section); French
Indo-China (2nd section); and the countries of
the Far East—China, Japan, Philippines, Siam,
Netherlands India, British India, Straits
Settlements, Burma, &c. (3rd section).

The WEATHER in TONKIN during the
months of November, December, January, and
February, is mild and invigorating and may be
compared to a winter at Nice.

The GALLERY OF FINE ARTS will
contain more than 500 Pictures, and will be
organised under the Direction of the Inspec-
tion General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railway
and Steamers to the chief Places of Interest in
Indo-China (Cochin-China, Tonkin, Laos, Cam-
bodge, Annam) will be organised at reasonable
prices.

ATTRactions OF ALL KINDS:
Military Bands, Theatrical Companies, Concerts,
Aquatic Sports, Balloon Ascensions, Fireworks,
Dances, &c., will be provided.

REDUCED PRICES will be charged by
all Steamship Lines running to Haiphong,
from whence Hanoi may be reached in a few
hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and
CAFES assure every accommodation to visitors
at moderate prices.

For FURTHER INFORMATION apply
to the French Consulates in the Far East.

P. THOMÉ,
Commissaire Général de l'Exposition
de Hanoi.
Hongkong, 1st July, 1902. [1890]

NOTIFICATION.
CHINESE INDEMNITY OF 1901.

THE following Regulations have been
approved by His Majesty's Principal
Secretary of State for Foreign Affairs for the
payment of the amounts of British private
claims allowed by the Claims Commissioner.
Claims are divided into—

(A) Death claims, and private claims allowed
at and under £100 sterling.
(B) Private claims allowed over £100
sterling.

Claimants under the first class, or their
executors, administrators, or assigns, will be
entitled to payment of the full amount allowed
from the first instalment of the British General
Indemnity due from the Chinese Government
on the 1st of July, 1902.

Claimants of the second class are given the
following option—

(1) Payment by Imperial Chinese Govern-
ment 4 per cent. sterling bonds at par,
redeemable by sinking-fund within a
period of 39 years from the 1st of July,
1901. Interest on these bonds will be
payable half-yearly, and they will be
deliverable in exchange for a discharge
in full for the amount of claim allowed.

(2) Payment by Certificates bearing no
interest, for the amount allowed, which
will be given in exchange for a discharge
in full of the claim. These Certificates
will be payable by instalments, from the
service of the British General Indemnity
as and when received from the Chinese
Government, subject to the prior payment
of claims under Class (A) and of the
service of bonds which may be taken in
payment of private claims and Option
(1). One notice of such payments will be
given in the London Times and in the
local Press of Hongkong, Shanghai and
Tientsin, and the corresponding coupon
attached to the Certificate will then
become payable at the Office of the Hong-
kong and Shanghai Banking Corporation,
31 Lombard Street, London, for the
amount of instalment advertised. The
coupons will be negotiable at the branches
and agencies of the Hongkong and
Shanghai Banking Corporation in Hong-
kong and China. It is calculated that
under the conditions of the General
Indemnity, it should be possible to
extinguish these certificates in five half-
yearly instalments of not less than 10 per
cent. of the first of which will become due
in the month of July, 1902.

British subjects, being claimants under class
(B), or their representatives, whose claims have
been allowed by the Claims Commissioner, are
requested to communicate in writing with the
undersigned at the Hongkong and Shanghai
Banking Corporation, Shanghai, not later than
the 20th of July next, stating the option they
desire to exercise with regard to payment by
bonds or Certificates.

E. G. MILLER,
British Delegate.
Peking, 12th June, 1902. [1705]

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,**
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.C. "Scott" and Engineering Codes
Used

VESSELS ADVERTISED AS LOADING.

1. From Green Island to the Harbour Master's Section.						
2. From Harbour Master's to Blake Pier.						
3. From Blake Pier to Naval Yard.						
4. From Naval Yard to East Point.						
DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via Ports of Call.	BENGAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON, via SUEZ CANAL	SARFEDON	Brit. str.	—	Clark	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON, via SUEZ CANAL	BENLUI	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 17th inst.
LONDON, via SUEZ CANAL	MALACCA	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON, via SUEZ CANAL	BENLAWERS	Brit. str.	—	Bee	GIBB, LIVINGSTON & CO.	On 10th inst. at Noon.
LONDON, via SUEZ CANAL	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst.
LONDON, via SUEZ CANAL	TELMACHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst.
LONDON, via SUEZ CANAL	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON, via SUEZ CANAL	DANDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LONDON, via SUEZ CANAL	PEREGRINUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th September.
LONDON, via SUEZ CANAL	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 25th inst. at Daylight.
LONDON, via SUEZ CANAL	SACHSEN	Ger. str.	—	W. Franke	MELCHERS & CO.	On 24th inst. at Noon.
LONDON, via SUEZ CANAL	SAMBIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	—
LONDON, via SUEZ CANAL	SILBIA	Ger. str.	—	Uable	HAMBURG-AMERIKA LINIE	On 30th inst.
LONDON, via SUEZ CANAL	C. FERD. LARZ	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 14th August.
LONDON, via SUEZ CANAL	VON BINZER	Ger. str.	—	von Binzer	HAMBURG-AMERIKA LINIE	On 25th August.
LONDON, via SUEZ CANAL	KONIGSBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
LONDON, via SUEZ CANAL	ANDALUSIA	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 24th September.
LONDON, via SUEZ CANAL	ATHOL	Brit. str.	—	—	DODWELL & CO. LIMITED	On 20th inst.
LONDON, via SUEZ CANAL	INDRANAYO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st August.
LONDON, via SUEZ CANAL	RAJNORSTHIE	Brit. str.	—	Thompson	SHAW, TOMES & CO.	On 20th inst.
LONDON, via SUEZ CANAL	BERGLUCH	Brit. str.	—	Davis	GIBB, LIVINGSTON & CO.	On 31st inst.
LONDON, via SUEZ CANAL	VERONA	Ger. str.	—	—	REITER, BROCKMEYER & CO.	Quick despatch.
LONDON, via SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	—	F. F. Bouquet	CARLOWITZ & CO.	On 25th inst.
LONDON, via SUEZ CANAL	ATHENIAN	Brit. str.	—	H. Mowatt	SHAW, TOMES & CO.	On or about 13th August.
LONDON, via SUEZ CANAL	CLAYBING	Brit. str.	—	D. Barton	CANADIAN PACIFIC RAILWAY CO.	On 16th inst. at Noon.
LONDON, via SUEZ CANAL	TOKA MARU	Jap. str.	—	N. Christensen	CANADIAN PACIFIC RAILWAY CO.	On 25th inst.
LONDON, via SUEZ CANAL	KAGA MARU	Jap. str.	—	J. W. Elstrand	CANADIAN PACIFIC RAILWAY CO.	On 28th inst. at 4 P.M.
LONDON, via SUEZ CANAL	INDRAVELLI	Brit. str.	—	Chen	NIPPON YUSEN KAISHA	On 11th August at 4 P.M.
LONDON, via SUEZ CANAL	AYRER	Brit. str.	—	St. John George	POHLS & AMATEL S.S. Co.	On 26th inst.
LONDON, via SUEZ CANAL	YAMATA MARU	Jap. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 17th inst. at 10 A.M.
LONDON, via SUEZ CANAL	MARIA VALERIE	Aut. str.	—	Bellon	NIPPON YUSEN KAISHA	On 25th inst.
LONDON, via SUEZ CANAL	BANCA	Brit. str.	—	E. P. Martin	SANDER, WIELER & CO.	On 2nd August at Noon.
LONDON, via SUEZ CANAL	CHINA	Aut. str.	—	Moses	P. & O. S. N. Co.	Quick despatch.
LONDON, via SUEZ CANAL	SABUKI MARU	Jap. str.	—	W. Townsend	SANDER, WIELER & CO.	On 18th inst. at Noon.
LONDON, via SUEZ CANAL	IDYUMI MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
LONDON, via SUEZ CANAL	TSINAN	Brit. str.	—	H. Sommer	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
LONDON, via SUEZ CANAL	HAKATA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 1st August at Daylight.
LONDON, via SUEZ CANAL	KASUGA MARU	Jap. str.	—	Schulte	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
LONDON, via SUEZ CANAL	MIRU MARU	Jap. str.	—	—	EAST ASIATIC TRADING CO., LD.	On 26th inst.
LONDON, via SUEZ CANAL	HUSMAN H. ZEIL	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst. at Noon.
LONDON, via SUEZ CANAL	NANCHANG	Aut. str.	—	—	SANDER, WIELER & CO.	On 25th inst.
LONDON, via SUEZ CANAL	TIROL	Aut. str.	—	—	HAMBURG-AMERIKA LINIE	On 17th inst.
LONDON, via SUEZ CANAL	C. FERD. LARZ	Ger. str.	—	—	P. & O. S. N. Co.	On or about 18th inst.
LONDON, via SUEZ CANAL	WUONG	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
LONDON, via SUEZ CANAL	BALLABAT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
LONDON, via SUEZ CANAL	CANTON	Brit. str.	—	T. Ogata	BUTTERFIELD & SWIRE	On 20th inst.
LONDON, via SUEZ CANAL	SHANSHI	Brit. str.	—	G. Sakano	MITSUI BUSSAN KAISHA	On 17th inst.
LONDON, via SUEZ CANAL	DAIJIN MARU	Jap. str.	—	T. Saito	MITSUI BUSSAN KAISHA	On 25th inst.
LONDON, via SUEZ CANAL	ANPING MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
LONDON, via SUEZ CANAL	PAKHOT	Brit. str.	—	—	DOUGLAS LAPEAUX & CO.	On 25th inst.
LONDON, via SUEZ CANAL	CHIEF	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
LONDON, via SUEZ CANAL	MAIDUO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
LONDON, via SUEZ CANAL	CHIEF	Brit. str.	—	—	DOUGLAS LAPEAUX & CO.	On 25th inst.
LONDON, via SUEZ CANAL	SUNSHINE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
LONDON, via SUEZ CANAL	KAPONG	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 25th inst.
LONDON, via SUEZ CANAL	ROSETTA MARU	Jap. str.	—	—	SHAW, TOMES & CO.	On 18th inst. at 4 P.M.
LONDON, via SUEZ CANAL	PERIA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst. at Noon.
LONDON, via SUEZ CANAL	YU-SHANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst.
LONDON, via SUEZ CANAL	HIOHSHIMA MARU	Jap. str.	—	—	DAVID SASSOON & CO., LD.	On 18th inst.
LONDON, via SUEZ CANAL	ARRATON APCAR	Brit. str.	—	A. Stewart	—	On 18th inst.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	BALLABAT	About 18th July	Freight or Passage
LONDON, &c.	BENGAL	Noon, 19th July	See Special Advertisement
LONDON	MALACCA	Noon, 25th July	Freight or Passage
SHANGHAI	CANTON	About 26th July	Freight or Passage

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.		
STEAMERS	DESTINATIONS	SAILING DATE
SAMBIA	HAYRE, BREMEN and HAMBURG	On 15th July. Freight.
SILBIA	HAYRE and HAMBURG	On 30th July. Freight and Passengers.
C. FERD. LARZ	HAYRE and HAMBURG	On 14th Aug. Freight.
Capt. Fuchs	(Calling at Singapore and Penang)	—
WURZBURG	HAYRE and HAMBURG	On 28th Aug. Freight and Passengers.
KONIGSBERG	HAYRE and HAMBURG	On 10th Sep. Freight and Passengers.
ANDALUSIA	HAYRE and HAMBURG	On 24th Sep. Freight.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI. INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.			
Steamer	Tons	Captain	Proposed Sailing
CLAYBING	3,325	D. Barton	July 22nd
Duke of York	3,321	J. S. Coe	August 2nd
VICTORIA	3,509	J. T. Coe	August 9th
TACOMA	3,511	A. Dixon	August 23rd

THE attention of Passengers is directed to the very low rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £32.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £38.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Toronto to New York, and one from New York to Chicago, and a third from Chicago to St. Louis.

The Yellowstone National Park route.

HONGKONG to VICTORIA and TACOMA, £25.

The best route to the Klamath Lake and Cascade Mountains.

Freight of Passage to other points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUVA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CHICAGO AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LONDON. Passengers N.E.—Cargo can be taken on through bills of lading for the principal ports.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
STEAMERS	DESTINATIONS	SAILING DATE
SACHSEN	THURSDAY	24th July
* KLAUSCHOU	THURSDAY	7th August
BAYERN	THURSDAY	21st August
KONIG ALBERT	THURSDAY	4th September
PRINZESS ALBINE	THURSDAY	18th September
DARMSTADT	WEDNESDAY	1st October
PREUSSEN	WEDNESDAY	15th October
* HAMBURG	WEDNESDAY	29th October
KARLSRUHE	WEDNESDAY	12th November

ON THURSDAY, the 24th day of July, 1902, at Noon, the Steamship "SACHSEN," of the Norddeutscher Lloyd, Captain W. Franke, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at Naples, Genoa, and Antwerp.

Shipping Orders will be received at Noon on Tuesday, the 22nd July, and will be received on Board until 5 P.M. on Wednesday, the 23rd July, and will be received at the Agency Office until Noon on Wednesday, the 23rd July.

Contents of Packages required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed 100 lbs. in weight.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Lines can be reached on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 11th July, 1902.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
STEAMERS	DESTINATIONS	SAILING DATE
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 15th July, at Noon.
M. I. Yagi	—	—
SABUKI MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 18th July, at Daylight.
W. Townsend	—	—
HIOHSHIMA MARU	BOMBAY via SINGAPORE and COLOMBO	FRIDAY, 18th July, at Noon.
T. Mura	—	—
KEIZO MARU	KOBE	SUNDAY, 20th July, at Noon.
C. H. Butler	—	—
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 25th July, at Noon.
H. Fraser	—	—
KAWACHI MARU	MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 26th July, at Daylight.
J. S. Thompson	—	—
TOKA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 28th July, at 4 P.M.
H. Christensen	—	—
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 1st August, at Noon.
P. L. Sommer	—	—
YAMATA MARU	SYDNEY and MELBOURNE via THURSDAY ISLAND	SATURDAY, 2nd August, at Noon.
A. E. Moses	—	—
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 11th August, at 4 P.M.
J. W. Elstrand	—	—

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MURRAY, Manager.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships, 4,000 Tons—10,000 Horse-Power—Speed 17 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPEROR OF JAPAN".....Commander H. Pybus, R.N.R. WEDNESDAY, 10th July

R.M.S. "ATHENIAN".....Commander H. Mowatt SATURDAY, 26th July

R.M.S. "EMPEROR OF CHINA".....Commander R. Archibald, R.N.R. WEDNESDAY, 31st Aug.

R.M.S. "EMPEROR OF INDIA".....Commander O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.

R.M.S. "TARTAR".....Commander E. Beetham, R.N.R. WEDNESDAY, 10th Sept.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIP (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN and LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes and Cabin Passengers with accommodation substandard on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The rate is usually made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedlar's Street.

SHIPPING. ARRIVALS.

July 13, RAJABARI, German str., 1,180, Y. Wending, Dangkou 7th July, Kien.—But.

July 14, ARIEL, British str., 2,501, St. John George, Kohn 8th July, General.—GIBB, LIVINGSTON & CO.

July 14, ATLANTIC American ship, 1,352, McKay, New York 23rd March, Kerosene.—STANDARD OIL CO.

July 14, BESVORHOLM, British str., 2,164, E. W. Thomson, London 1st Singapore 8th June, General.—GIBB, LIVINGSTON & CO.

July 14, C. FERD. LARZ, German str., 3,796, H. Fuchs, Singapore 8th July, General.—HAMBURG-AMERIKA LINIE.

July 14, HIOHSHIMA, British str., 1,538, Wender, Singapore 5th July, Sugar.—JARDINE, MATHESON & CO.

July 14, KWANGSI, British str., 1,243, W. Ma, Hoiphong 11th July.—CHINESE.

July 14, SAMBIA, German steamer, 3,325, G. Schmidt, Shanghai 10th July, General.—HAMBURG-AMERIKA LINIE.

July 14, SAKRESO, Dutch ship, 1,150, E. Kristensen, Moji 7th July, General.—SANDER, WIELER & CO.

July 14, UELMACHUS, British str., 4,801, J. H. Goodwin, Liverpool and Singapore 8th July, General.—BUTTERFIELD & SWIRE.

July 14, TIROL, Austrian str., 1,746, C. Bretfeld, Singapore 7th July, General.—SANDER, WIELER & CO.

July 14, THURUGAN MARU, Jap. str., 4,128, J. Natsuki, Kuchino 10th July, Coal.—M. B. KAISHA.

July 14, YARRA, French str., 2,113, Charbonnel, Marseilles and Saigon 10th July, Mail and General.—MESSAGERIES MARITIMES.

DEPARTURES.

BAVOA, British str., for Shanghai.

ERNEST SIMONS, French str., for Europe.

FOURFARHUR, British barge, for London.

HONG WAN I, British str., for Amoy.

INDREKUR, British str., for London.

LONGMOON, German str., for Canton.

PAKHOT, British str., for Canton.

ROSETTA MARU, Japanese str., for Manila.

SHIRANO MARU, Japanese str., for Seattle.

THALES, British str., for Swatow.

TYDEUS, British str., for Shanghai.

YARRA, French str., for Shanghai.

YUNGCHING, Chinese str., for Canton.

ARRIVED DOCKS.—Perla, 10th July.

ARRIVED DOCKS.—Dyonene, H.M.S. Doreless, H.M.S. Wierm, Tashan, Tashan, Tashan, Zepho.

COSMOPOLITAN DOCK.—Raising.

SHIPPING REPORTS.

The Japanese steamer Yungching Maru, from Kuchino 8th July, had southerly high swell throughout the voyage.

The British steamer Kuching, from Haiphong 11th July, had fine weather to Hainan Straits, when it came on to blow with hurricane force and heavy rain for 15 hours.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above ports TO-DAY, the 15th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAPEAUX & CO., General Managers.

Hongkong, 14th July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

The Company's Steamship

"TIROL."

Captain Bretfeld, will leave for the above place TO-DAY, the 15th inst., at Noon.

This Steamer has capital accommodation for Passengers. Electric Light and carries a Doctor.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Prince's Building.

Hongkong, 9th July, 1902.

THE STEAMSHIP.

ARRATON APCAR.

Captain A. Stewart, will be despatched for the above ports TO-DAY, the 15th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 14th July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FUMU AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship

"MARIA VALERIE."

Captain Bellon, will be despatched as above TO-DAY, the 15th inst.

This Steamer has Capital Accommodation for Passengers. Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Prince's Buildings.

Hongkong, 20th June, 1902.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	On 31st July.
GLASGOW and LIVERPOOL	"DARWIN"	On 8th August.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August.
GLASGOW and LIVERPOOL	"FURNACE"	On 20th August.
GLASGOW and LIVERPOOL	"DIOMED"	On 26th August.
GLASGOW and LIVERPOOL	"JASON"	On 31st September.

FOR	HOMWARDS	TO SAIL
LONDON	"SARPENTON"	On 22nd July.
LONDON	"ULYSSES"	On 28th August.
LONDON and ANTWERP	"TELEMACHUS"	On 19th August.
LONDON	"ANTENOR"	On 2nd September.
LONDON	"DARWIN"	On 16th September.
LIVERPOOL DIRECT	"PYRRHUS"	On 20th September.

(Taking Cargo at London Rates)
The S.S. "TELEMACHUS," from Singapore, has arrived, and leaves for Shanghai to-day.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.

Hongkong, 15th July, 1902.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	"CHIHLI"	On 15th July.
NINGPO and SHANGHAI	"SHANSHI"	On 15th July.
IOILO and CEBU	"SUNGKIANG"	On 16th July, at Noon.
FOOCHOW	"PAKHOI"	On 17th July.
SHANGHAI and CHINKIANG	"WOOSUNG"	On 17th July.
Kobe and YOKOHAMA	"TSINAN"	On 22nd July.
TIENTSIN	"NANGLANG"	On 23rd July.
CEBU and IOILO	"KAIPOING"	On 29th July.

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
TOYNSVILLE, BRISBANE,
SYDNEY, MELBOURNE and
ADELAIDE

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSU, VIA SWATOW	"DAIJI MARU"	SUNDAY, 20th July.
TAMSU, VIA SWATOW	"DAIJI MARU"	SUNDAY, 27th July.
FOOCHOW, VIA SWATOW	"KITANO"	WEDNESDAY, 16th July.
ANPING, VIA SWATOW	"MAIDZU MARU"	WEDNESDAY, 23rd July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoons at the Customs' water-front premises at Tsimshui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 14th July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, MOST, KOREA & YOKOHAMA, FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	DATE
"INDRAPURA"	1,150	Crown	July 23, 1902
"INDRAPURA"	1,150	Hollingsworth	Aug. 14, 1902
"INDRAPURA"	1,150	Hollingsworth	Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

FOR CHEFOO AND NEWCHANG.

THE Steamship
"HERMANN MENZELL,"
Captain Schütt, will be despatched as above TO MORROW, the 16th inst., at 4 P.M.
For Freight, apply to
EAST ASIATIC TRADING CO., LD.,
Agents.
Hongkong, 8th July, 1902. [190]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (Direct)
THE Company's Steamship
"PERLA,"
Captain G. T. Blackwell, will be despatched as above TO MORROW, the 16th inst., at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 11th July, 1902. [1912]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL
THE Steamship
"BENEDI,"
Captain Clark, will be despatched as above ON THURSDAY, the 17th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 10th July, 1902. [1895]

FOR NEW YORK.

THE full-powered Steamship
"VERONA,"
Captain Spence, will be despatched for the above port on FRIDAY, the 25th inst.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 9th July, 1902. [1888]

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL
THE Steamship
"BENLEUCH,"
Captain Thompson, will be despatched as above ON THURSDAY, the 31st inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 10th July, 1902. [1896]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL
THE Steamship
"BENEDI,"
Captain Clark, will be despatched as above ON THURSDAY, the 17th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 10th July, 1902. [1895]

FOR NEW YORK.

THE A1, 4m. British Barque
"COMET,"
Captain Davis, is now loading for the above port, and will have quick despatch.
For Freight, apply to
BEUTHE, BROCKELMANN & CO.,
Agents.
Hongkong, 25th June, 1902. [1755]

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.

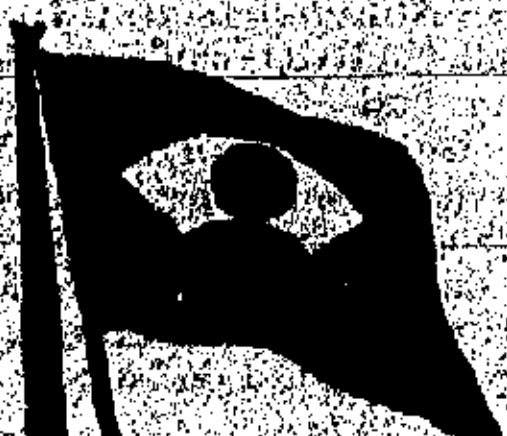
THE Company's well-known Steamship

"ROSETTA MARU,"
8,876 Tons

Captain Tate, will be despatched for MANILA on

Magnificent Accommodation, Comfortable Cabin, Excellent Table, Unrivalled Speed, Electric Light, Doctor and Stewardess carried.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Princo's Building, 10c House Street,
Hongkong, 3rd July, 1902. [13]



EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 17th July, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stevedore and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st July, 1902. [1803]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.
THE Company's Steamship

"CHINA,"
Captain Moses, will leave for the above places on FRIDAY, the 18th inst., at Noon.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.
For Freight or Passage, apply to
SANDER, WHEELER & CO.,
Agents.
Princo's Building.

Hongkong, 10th July, 1902. [1900]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, SINGAPORE, COLOMBO, AND AMERICAN PORTS.

THE Steamship

"BENGAL,"
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 19th July, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London. Other cargo for London, &c., will be conveyed via Bombay with transhipment.

Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 9th July, 1902. [1]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"RADNORSHIRE,"
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 19th July, at Noon, taking passengers and cargo for the above ports.

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Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Nakhimov, Russian cruiser, 9,000 tons, Capt. Vityugov, at Vladivostok.

Alouette, French cruiser, 3,000 tons, Lieut. Aoum Bello, at Shanghai.

Amiral Charner, French gunboat, 450 tons, Capt. Baehne, at Saigon.

Annapolis, American gunboat, 1,000 tons, 10 guns, 177 h.p., Comdr. Karl Rohrer, at Amoy.

Asper, French gunboat, 475 tons, 8 guns, 450 h.p., Comdr. Journe, at Saigon.

Bengali, French gunboat, 580 tons, Lieut. Fille, at Pakhoi.

Bobr, Russian gunboat, 850 tons, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodate.

Brooklyn, American (flagship) armoured cruiser, 9,000 h.p., Capt. Lefevre, at Nagasaki.

Bussard, German cruiser, 1,000 tons, 8 guns, Comdr. von Bessow, at Shanghai.

Chassecloup, French cruiser, 3,800 tons, Capt. De Bupuy St. Luc, at Saigon.

Comete, French gunboat, 600 tons, Lieut. Decide, at Hongkong.

Decide, French gunboat, 600 tons, 6 guns, 14 guns, 13,500 h.p., Capt. D. du Fournet, at Chefoo.

Descares, French cruiser, 4,000 tons, 13 guns, 4,000 h.p., Capt. de Saurat, at Saigon.

Dimitri, Russian armoured cruiser, 6,000 tons, 34 guns, 7,000 h.p., Comdr. M. van der Sektouff, at Singapore.

Dia, Portuguese gunboat, 729 tons, Capt. P. d'Almeida, at Hongkong.

Don Juan de Austria, American gunboat, Com. Bowman, at Manila.

Eclair, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku.

Friant, French cruiser, 4,000 tons, Capt. Adam, at Shanghai.

Furber, German gunboat, 1,000 tons, Vice-Admiral Boulevarde, 11,000 tons, 36 guns, Capt. Friedrich, at

Gaidann, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Port Arthur.

Geier, German cruiser, 1,800 tons, 8 guns, Comdr. Hillbrand, at Fusan.

General Alava, American gunboat, 1,800 tons, Lieut. Comdr. W. F. Halsey, at Manila.

Gremiaty, Russian gunboat, 1,492 tons, 2 guns, 2,500 h.p., Capt. Smirnov, at

Shanghai.

Shanghai, Russian battleship, 12,435 tons, 23 guns, 14,500 h.p., at Port Arthur.

Guichen, French cruiser, 820 tons, Capt. De Surry, at

Hanoi, German cruiser, Rear-Admiral Kirchhoff, 6,800 tons, 36 guns, Capt. Paschen, en route Tientsin.

Hedera, American gunboat, 8 guns, 1,998 h.p., Comdr. R. R. Ingersoll, at

Hortia, German cruiser, 6,100 tons, 30 guns, Capt. Derzowsky, at Tientsin.

Ilia, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Schamer, at

Isla de Cuba, American gunboat, 400 tons, Lieut. W. J. Maxwell, at Manila.

Isla de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Shanghai.

Kaiserin Augusta, German cruiser, 6,531 tons, 20 guns, 14,000 h.p., Capt. Tuglunge, at Singapore.

Kentucky, American battleship, 11,500 tons, Capt. C. H. Slocum, at Yokohama.

Keresit, Russian gun-boat, 1,250 tons, 13 guns, 2,200 h.p., Capt. Goller, at Haliphong.

Korsets, Russian gunboat, 9 guns, 2,150 h.p., Capt. Norakowsky, at

Lion, French gunboat, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Saigon.

Lombardia, Italian cruiser, 2,900 tons, Captain John Boat, at Kobe.

THE JAPANESE SQUADRON IN THE FAR EAST.

Adama, cruiser, at Sasebo.

Akagi, gunboat, 620 tons, 10 guns, 700 h.p., at Shanghai.

Akashi, protected cruiser, 1st class, 25,000 tons, 30 guns, 8,500 h.p., at Amoy.

Akitushima, protected cruiser, 1st class, at Manila.

Amagi, sloop, 1,030 tons, 13 guns, 720 h.p., at Yokohama.

Anaki, 1st class battleship, 15,445 tons, 15,000 h.p., 18 guns, at Yokohama.

Azuro, gunboat, 620 tons, 10 guns, 700 h.p., at Shanghai.

Chihaya, Japanese cruiser, 1,250 tons, 8 guns, Comdr. N. Shiga, at Formosa.

Chin Chu, gunboat, 500 tons, 8 guns, 455 h.p., Chinese gunboat, 400 tons, 6 guns, 472 h.p.

Chin Hsu, gunboat, 490 tons, 6 guns, 472 h.p.

Chin Pui, gunboat, 500 tons, 8 guns, 455 h.p.

Chinto, gunboat, 490 tons, 6 guns, 472 h.p.

Chinyon, 2nd class battleship, 7,835 tons, 22 guns, 6,200 h.p., at Yokohama.

Chiohai, gunboat, 550 tons, 10 guns, 700 h.p., at Taku.

Chitose, protected cruiser, 1st class, 4,975 tons, 30 guns, 15,500 h.p., at Yokohama.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 17 guns, 5,500 h.p., at Kure.

Fuji, 1st class battleship, 12,837 tons, 33 guns, 14,000 h.p., at Yokohama.

Hashidate, 1st class coast defence ship, 4,277 tons, 35 guns, 5,400 h.p., at Yokohama.

Hatsuse, 1st class battleship, at Yokohama.

Hayden, 2nd class coast defence ship, 2,699 tons, 15 guns, 2,400 h.p., at Kure.

Hiei, 2nd class coast defence ship, 2,535 tons, 19 guns, 2,400 h.p., Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,000 h.p., at Shanghai.

Isumikuni, 1st class coast defence ship, 4,277 tons, 35 guns, 5,400 h.p., at Sasebo.

Iwaki, gunboat, 600 tons, 6 guns, 440 h.p., at Yokohama.

Kaimon, 1st op, 1,350 tons, 10 guns, 1,125 h.p., at Chumicho.

Kasagi, protected cruiser, 1st class, 4,975 tons, 30 guns, 15,500 h.p., at Fusan.

Kasumi, torpedo-boat destroyer, at Yokohama.

Katsuragi, sloop, 1,480 tons, 10 guns, 1,600 h.p., at the Pescadores.

Kongo, 2

